

Status.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE	"PRINZ LUDWIG" ...	About FRIDAY,
and YOKOHAMA	Capt. F. v. Böckeler	19th Nov.
KUDAT and SANDAKAN	"BORNEO" ...	SUNDAY,
	Capt. F. Sembill	21st Nov., 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST" ...	WEDNESDAY,
	Capt. O. Pabke	1st Dec., Noon.
MANILA, TAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" ...	FRIDAY,
	Capt. F. Licko	3rd Dec., Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" ...	About SATURDAY,
	Capt. D. Lenz	11th Dec.

For further particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th November, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA ... ERNEST SIMONS ... Girard, Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA ... TONKIN ... Charbonnel, 22nd Nov., P.M.
MARSEILLES, VIA PORTS ... ARMAND BERIC ... Guionnet, 23rd Nov., at 1 P.M.
MARSEILLES, VIA PORTS ... ERNEST SIMONS ... Girard, 7th Dec., at 1 P.M.

Transhipment on the Go's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £71.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 9th November, 1909.

19

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETO & CO.

P. A. LAPICQUE

Hongkong, 26th October, 1909.

14

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WE will test your eyes free of charge, and if they are wrong will put them right.
London Ground. All kinds of Repairs. Spectacles for all requirements.
Ask or write, for Illustrated Booklet on "Defective Sight,"—free.
LONDON, CALCUTTA, SHANGHAI
John Street, Bedford Row, W.C. 10, Bussell Street 106, Nanking Road
Singapore, 10th March, 1909.

THE YOKOHAMA DOCK CO., LTD.

Intimations.

NO. 1 DOCK. NO. 2 DOCK. NO. 3 DOCK.
(IN COURSE OF CONSTRUCTION)

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Width of Entrance ... 80 " Width of Entrance ... 50 " Width of Entrance ... 63 "
Water on Blocks 28 " Water on Blocks 26 " Water on Blocks 25 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephones: Nos 276, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Leibers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903.

146

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

Also

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE

Sole Agent,

Hongkong, 30th April, 1909.

140

REGRET

You will NEVER if you

VISIT

MOHIDEEN &
THABA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 1st August, 1909.

TO LET.

TO LET.

IN NO. 6, DES VŒUX ROAD CENTRAL, OFFICES and Godown.

IN NO. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers, No. 31, WYNNDHAM STREET.

Apply to—

DAVID SASOON & CO., LTD.,
Hongkong, 15th September, 1909. [581]

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 22nd October, 1909. [730]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 3rd June, 1909. [463]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co., Ltd.).

Apply to—

THE COMFRADORE DEPARTMENT,
E. D. SASOON & CO.,
Queen's Road Central.
Hongkong, 11th September, 1909. [628]

TO LET.

NO. 1 & 3, MORRISON HILL, also

OFFICES at No. 2 PEDDER STREET.

Apply to—

MESSRS. JARDINE, MATHESON & CO., LTD.,
Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

EXMOOR, CONDUIT ROAD.

NO. 3, CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RUPON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 158, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

NO. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st November, 1909. [511]

TO LET.

GODOWN, No. 34, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st November, 1909. [503]

TO LET.

DAVID SASOON & CO., LTD.

Hongkong, 1st November, 1909. [503]

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909. [503]

A RUSSIAN APPRECIATION OF PRINCE ITO.

The *Pravda*, a Russian journal, has the following leading article on the late Prince Ito and Japan-Russia relations:

"According to evidence in our possession, Japanese official personages, commencing from Prince Ito, regard the late war as the result of a continuous misunderstanding. In the view of the Japanese, our undertakings in the Liaotung peninsula and our projects in Korea were not the result of a deliberate movement of encroachment on the sphere of Japan's interests, but were an historical leap, a leap not premeditated and not even arising out of our minor activities here, in which pressing our fatal steps to the south, we did not weigh the real strength of our presumptive opponent in the path of her acquisitions."

"And Prince Ito, a man with a deep Imperial spirit, alike before the war as after, supported the view that the Far East, and interests of Russia and Japan not only did not exclude each other, but on the contrary, when correctly understood, pointed to the necessity for a close friendship between the two countries, which would guarantee peace in the Far East and a tranquil culture-economic development of the two neighbouring Powers. This point of view Prince Ito shared with Japanese official circles, even with the Emperor himself."

"It may be believed that M. Kokovtsov would hardly meet any opposition to the establishment of a position in the realisation of which Japan 'would sheath the sword extended over us.' And this is all the more probable in that M. Kokovtsov is not a partisan in the pursuit of that 'world dominion' of which Messrs. Muravieff and Lamsdorff, Russian Ministers of Foreign Affairs, dreamt not long since. M. Kokovtsov is an advocate of the peaceful development of the Far Eastern provinces, as he intimated in his speech in the Duma in defence of the Bill relating to the Amur Railway."

"This blind event—the assassination of Prince Ito—has destroyed the probability of an early Agreement with Japan on Far Eastern questions. True the wheel of history will not cease to revolve by the death of this or other active workers, but nevertheless the unexpected death of Prince Ito is a great loss to the Far East, as the late Prince was possessed with a sincere desire to strengthen peace here, and thus guaranteed the interests of civilisation among the people dwelling in Eastern Asia."

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,300,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c. Undertakers and Executed.

Intimation.

Powell's

ALEXANDRA
BUILDINGS.

CASH SALE

OF

BEDSTEADS
BEDSPREADSCRETONNES
CROCKERY

CARPETS

FENDERS
FIRE IRONS

FURNITURE

INDIAN RUGS

JUTE RUGS

TAPESTRIES

COOKING UTENSILS

&c., &c., &c.

NOW
PROCEEDING.W.M. POWELL,
LTD.House
Furnishers,
HONGKONG.

Hongkong, 17th November, 1909.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 20th November, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A LARGE QUANTITY OF

MISCELLANEOUS ARTICLE,
Comprising:-PICTURES, CLOTHES AND HAIR BRUS-
HES, LADY'S HAND BAGS, LADY'S
GENT'S BOOTS AND SHOES, CHINA
FIGURES, JEWEL BOXES, TOY WATCHES,
WOOLLEN SINGLETS, GLOVES, RUBBER
BALLS, DOLLS, HATS, CLOCKS, &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 16th November, 1909 [775]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M. R. GEO. P. LAMMERT has received
instructions to sell by
PUBLIC AUCTION,

on

THURSDAY,

the 2nd day of December, 1909, at 3 o'clock
in the afternoon, at his Sales Rooms, in
Duddell Street, Victoria, Hongkong,

THE FOLLOWING

VERY VALUABLE LEASEHOLD AND
RECLAMATION PROPERTIES
IN FOUR LOTS.

The Properties consist of:-

LOT 1—All that Piece or Parcel of Ground
situate at Victoria in the Colony of Hong-
kong and known and registered in the
Land Office as Section B of Marins Lot No.
34 together with the messuage erec-
tions and buildings thereon known as No.
80 Bonham Strand area 1,682 square feet.
Term 999 years. Annual Crown rent
\$30.10.LOT 2—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Sub-
section 4 of Section B of Marins Lot No.
6 together with the messuage erec-
tions and buildings thereon known as No. 6
Bonham Strand. Term 982 years. An-
nual Crown Rent \$6.00.LOT 3—All that Piece or Parcel of Ground
situate in the Dependency of Kowloon
and Colony of Hongkong and known and
registered in the Land Office as Subsec-
tion 3 of Section A of Kowloon Inland
Lot No. 713 together with the messuage erec-
tions and buildings thereon known as No. 6
Shanghai Street. Area 1028 square feet.
Term 95 years. Annual Crown rent
\$2.50.LOT 4—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Section
D of Paya Reclamation to the Re-
maining Portion of Marins Lot 37a (held
under and upon the terms and conditions
of two several Agreements relating to the
Reclamation in front of Marins Lot No.
37a Remaining Portion dated respectively
the 5th October 1891 and the 9th June
1899 and respectively made between Bruce
Shephard Acting for and on behalf of the
then Governor of Hongkong of the one
part and Tsui Tak Tong of the other
part and between the said Tsui Tak
Tong of the one part and His Excellency
Sir Henry Arthur Blake, G.C.M.G.,
Governor and Commander-in-Chief of
the said Colony of Hongkong and its
Dependencies and Vice-Admiral of the
same of the other part; by the first of which
Agreements the Governor agreed to grant
to the said Tsui Tak Tong his executors
administrators and assigns a Crown Lease
of the said premises for the term of 999
years upon the terms and subject to the
conditions in the said Agreement mentioned
and by the second of which Agreements in
consideration of the Governor letting the
said Tsui Tak Tong into possession of the
said premises the said Tsui Tak Tong
agreed (inter alia) to pay to the Governor
the annual Crown rent of \$70.00 together
with the messuage erec-
tions and buildings
thereon known as No. 52 Connaught Road
West and No. 1 Des Voeux Road West
Area 793 square feet. Proportion of
Annual Crown rent \$15.50.For further particulars and conditions of
sale, apply to—Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendor,
or to
Mr. GEO. P. LAMMERT,
The Auctioneer,
Hongkong, 15th November, 1909. [771]OSMAN &
CASUM,
1 & 3, D'AGUILAR STREET.JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.Samples on application.
Coast Port Orders carefully
executed.

Hongkong, 17th November, 1909.

MANCHURIA'S DEVELOPMENT.

Mukden, the cradle of the Manchu dynasty,
and Manchuria's greatest commercial centre,
is to-day slowly moving through the processes of
transition. Before the outbreak of the Russo-
Japanese war the city was essentially Chinese,
having plainly stamped upon it the impress of
Chinese passiveness and apolism. But though,
with the incomprehensible inconsistency of the
race, the present Viceroy is reactionary, the
improvements effected by Chao-Erh-Hsien, who
was Military Governor of the city from 1907 to
1907, have left Mukden in a great measure
transformed. The majority of the roads inside
the walls would do credit to any of the pro-
minent towns of the East, while the initial
steps in the establishment of a drainage system
have done something to check epidemics.
The Viceroy now directing affairs has notions
of economy, and, after cutting a huge slice
of his own honorarium—pour encourager
les autres—and reducing the salaries of the
municipal officials by fifty per cent, decided to
curtail expenditure upon public works. Yet
the prospects of Mukden are particularly bright,
for Chao-Erh-Hsien is to be appointed to the
viceregal position in the Feng-lich province.
This suggests that the Government has deter-
mined to institute a more vigorous policy, and
substantiates the persistent report current in
diplomatic circles that China is on the eve of
great political changes. Mukden has always
provided the sensitive hand of the barometer
in this regard, and Chao-Erh-Hsien's activity
was responsible for his removal from the in-
fluential office he held two years ago. The
appointment may lead to international compli-
cations, possibly to war, but it will certainly
conduce to the more jealous preservation of
China's prerogatives in Manchuria, and the
Chinese authorities, and the placid, frugal,
humble Mongolians provide the profits, if
indeed any be forthcoming, after the mainten-
ance account has been settled. The first real
signs of progress appeared at the conclusion of
the war. The Japanese, flushed with victory
and anxious to stimulate the lethargic inhabi-
tants to action, in several instances exceeded
the powers granted under the treaty. The
elaborate system of military telegraph and post
office established as the indomitable troops
gradually won their way through Manchuria
were, when peace again prevailed and the
Japanese temporarily remained in possession,
converted into commercial offices. China is not
easily provoked to resentment, but on this
occasion she strongly objected, and after
some deliberation an arrangement was made
on the lines of a reasonable compromise. The
Japanese then proceeded to install the electric
light from the South Manchurian railway station
to their Consulate within the walled city.
When they had passed the boundaries of their
concession by a mile or so the Chinese authori-
ties again interfered and the work was
abruptly checked. The position at present is
that the Chinese, who refused to allow Japan-
ese to proceed and declined to purchase
their apparatus as it stood, are erecting
their poles within a few feet of those of the
Japanese. The Chinese installation is being
made under the supervision of the Hon. Key-
Tou-Yi, a graduate of Yale, and the system is to
be of the latest approved pattern. The lighting
of the city at the present time is execrable. A
few oil lamps with a fitful flicker afford just
sufficient illumination to make darkness visible.
In view of the unsatisfactory condition of the
streets this is a serious disadvantage to visitors,
who are in imminent peril of being run down
by a 'rikisha' or basha or hustled into the
cavorting channels which yawn invitingly at each
side of the roadway.

FROM THE CITY WALLS.

Mukden has a population of about 200,000
persons, all of whom are still suffering directly
or indirectly as a result of the Russo-Japanese
campaign, which utterly disorganized a re-
munerative trade in skins, furs, hides, and other
articles of commerce. To the tourist it is in-
teresting as the former seat of the Manchurians,
and the imperial palace contains the most rare
and beautiful collection of Imperial porcelain
and art treasures in existence. Two splendid
mausoleums contain the remains of departed
emperors, and just outside the city bound-
aries was fought what is authoritatively stated
to be the greatest battle of modern times.
From a commanding position on the main
gate the visitor may see the old town, with its
white pagoda, Chia-ku Palace, surrounded
by its golden yellow roof, many beautiful
temples, and, perhaps more important than all
so far as living generations are concerned, the
extensive new Government buildings. Rising
conspicuously in the outside city the White
Pagoda attracts most attention. It was built,
according to tradition, by the Lama priests
upon the head of a dragon which threatened to
swallow up the town, and four pagodas were
used to pin down the legs of the winged
monster. In his design for laying out
Mukden, the architect made no provision for
drainage, and, strange as it may seem in view
of the contempt the Chinese have for san-
itary conditions, this neglect cost him his
head. The authorities ordered the ex-
cavation of 72 ponds, and into these the
whole of the sewage was carried by a system
of channels. Though the majority of these
ponds have been filled in, a few exist to-day,
and the unwary visitor who comes within
smelling distance has an experience which
will impress itself upon his memory for
all time. Mukden possesses many excellent
schools, where amongst other subjects,
English and Japanese are taught. Besides
these there are law schools, military academies,
and colleges where secondary education is
given to advanced pupils. About 8,000 boys
and girls attend these schools, and are greatly
interested in their work. One serious dis-
advantage is the difficulty of obtaining efficient
teachers in certain subjects. The English
taught is invariably that colloquial polyglot
which serves only to disguise meaning. But
the authorities are serious in their intention to
develop the minds of their young people, the
curriculum contains little that is not eminently
practical, and even in the initial stages the
results are particularly gratifying.

THE BUSY HUM OF MUKDEN.

Although the roads have been greatly im-
proved within the past few years, much still
remains to be done before they cease to be
a reproach to municipal management. The main
street of the outside city, along which the tram-
way passes, is tolerably broad for about a mile,
but after the new gate at the outer wall has
been reached it narrows down to such an extent
as to render traffic purely a matter of the sur-
vival of the fittest. Along this thoroughfare of
about 30 feet in width the horse-trams run,
leaving little space for 'rikishas' and bashes,
and none at all for pedestrians. In dry weather
dust lies quite six inches thick, and when the
rains come and the mud is scraped off the tram-lines, those who go on foot are liable
at any moment to 'canon' off a vehicle
of some kind into a mass of highly question-
able rubbish which possesses provokingly ad-
hesive qualities. At first sight Mukden is un-
attractive and repulsive, but it is a quaint city
which, where nothing seems commonplace, and
where one need not search far for diversion.
Heavily-laden springless carts, break their erratic
way through the congested traffic, vendors
of hundreds of varieties of mysterious articles
pass through the hurrying crowd of Mongolians
half the time skipping the deep channelling at
the sides of the road and the other half ploughing
through heaps of manure and slush. Household
goods of all descriptions are carried, and, going
either on horseback or leading or riding, the
travellers and porters will remain.

THE JAPANESE IN MUKDEN.

The gradual decline of the Japanese popula-
tion in Mukden since the completion of the war
is an exemplification of the triumph of thrift
over empty assurance. The thousands of ad-
van-tizers who followed the irresistible army
into Manchuria, and remained to gather the
fruits of victory, are today crowded out by
the industrial and economical Chinese.
Ladies and children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery
Materials can be supplied, if required.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 17th November, 1909.

from the innumerable manner in which they
meander through the confused mass of traffic,
one is almost convinced that they could, if re-
quired to do so, pass through the eye of a needle.
The air is rent with raucous sounds
of the myriad merchants appraise their re-
spective wares, beating gongs and tom-toms,
and ringing bells to fill in short breathing
intervals. Donkeys are everywhere, rolling
over their hideous plains, and generally
there is a feeling in the mind of the newcomer
that all the disturbing elements of Babylon have
been turned loose. The hubbub begins with the
Chinese day, which dawns at anything between
3 and 4 o'clock, and, with the exception of the few hours when even the Chinese are
compelled to seek repose, continues for the
entire round of the clock.

JAPANESE ACTIVITIES.

While the horse-tramway initiated by the
Japanese about two years ago may be con-
sidered a sign of a desire to progress, it is not
really progress.The cars, which previously
had a slow service in Tokyo, are fitly, and few
people outside the Chinese population can be
tempted to enter them. They have, however,
the saving grace of being cheaper than 'rikishas'
and bashes, and for this reason, if no other, the
economical Celestials patronise them in liberal
numbers. The cars run pitifully slow, and
there is no guarantee that one which starts out
from the terminus will reach the station in half
an hour or two hours. It is quite an unim-
portant matter. At the beginning of the pre-
sent year the tramways were taken over by the
Chinese authorities, and the placid, frugal,
humble Mongolians provide the profits, if
indeed any be forthcoming, after the main-
tenance account has been settled. The first real
signs of progress appeared at the conclusion of
the war. The Japanese, flushed with victory
and anxious to stimulate the lethargic inhabi-
tants to action, in several instances exceeded
the powers granted under the treaty. The
elaborate system of military telegraph and post
office established as the indomitable troops
gradually won their way through Manchuria
were, when peace again prevailed and the
Japanese temporarily remained in possession,
converted into commercial offices. China is not
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occasion she strongly objected, and after
some deliberation an arrangement was made
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to their Consulate within the walled city.
When they had passed the boundaries of their
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that the Chinese, who refused to allow Japan-
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their apparatus as it stood, are erecting
their poles within a few feet of those of the
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of the city at the present time is execrable. A
few oil lamps with a fitful flicker afford just
sufficient illumination to make darkness visible.
In view of the unsatisfactory condition of the
streets this is a serious disadvantage to visitors,
who are in imminent peril of being run down
by a 'rikisha' or basha or hustled into the
cavorting channels which yawn invitingly at each
side of the roadway.

NO PLACE LIKE HOME.

The tourist will undoubtedly find Mukden
interesting, but he cannot find it even moderately
comfortable under existing circumstances.
With the compilation of the South Manchurian
Railway Company's splendid hotel, and the
improvements of the streets, for which a con-
siderable amount of money has been allocated,
the city will certainly become a more popular
resort. At present few people are disposed to
slight from the comfortable trains to take
their chances of obtaining fairly satisfactory
European accommodation or passing a miser-
able night in a third-rate Japanese or six-
teenth Chinese inn. While many improve-
ments are being effected inside the walled
city, outside where nearly three-quarters
of the population have taken up their habi-
tation and carry on business, is for the most part lamentably dirty. Narrow, filth-
stained alleys lead to filthy compounds
and dwellings where the stench is overpowering.
Sanitation is religiously disregarded, as is
always the case where conservative Chinese
live together. Outside the main gate of the
old city is a heterogeneous mass of improvised
shelters—more roofs supported by poles and
secured from the ravages of the wind by hun-
dreds of huge stones. Looking down upon
this settlement from the walls one can almost
imagine that he is gazing into a dry river-bed
full of rounded disintegrated rock. Outside
the new gate another community exists beneath
awnings of more or less tattered and mouldy
matting spread above four slender poles. Hun-
dreds, nay, thousands, live here upon the bare
ground—dust polluted, with the refuse of domestic
supplies, or mud trodden into all odorous
messes by constant human traffic and the for-
ging of lith-
stained, attenuated pigs, dogs, and fowls.
And this is the main road—the road extending
from the railway station to the principal gate
of the walled city! Little wonder that the
authorities have been persuaded that some
change is necessary. The greatest wonder of
all, however, is that scores of men, women and
children huddle together year after year in such
inhospitable abodes and, so far as can be
judged from appearances, thrive.

THE JAPANESE IN MUKDEN.

The gradual decline of the Japanese popula-
tion in Mukden since the completion of the war
is an exemplification of the triumph of thrift
over empty assurance. The thousands of ad-
van-tizers who followed the irresistible army
into Manchuria, and remained to gather the
fruits of victory, are today crowded out by
the industrial and economical Chinese.
Ladies and children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery
Materials can be supplied, if required.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 17th November, 1909.

but the goods of drivers set in some time ago.
Certainly one still meets some who have sur-
vived these conditions and who assume the air
of a Scipio Africanus re-entering Rome at the
head of his invincible hosts. They are the
representatives of a type, unhappy still too
numerous—the Japanese abroad who treat the
people of Manchuria and Korea as serfs, and
persist in harassing the good name of Japan
by profligate arrogance, a ludicrous swagger
in

Initiation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES :

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

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NOTICE.

All communications intended for publication in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road,
and should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the
world is 80 cents per quarter.Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

BIRTH.

On November 12, 1909, at Shanghai, the wife of
Charles A. Graves, a son of the late Prince Ito.

DEATH.

On November 16, 1909, at Shanghai, Maria
Lehoy-Castro, the beloved wife of Filomeno
M. Castro, aged 29 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 17, 1909.

A COMPLAINT AGAINST THE
STAGE.The fact that the French drama is crowded
with lovers opies an unsympathetic critic in
Le Revue (Paris). He finds, as we learn from
a translation in the Literary Digest, that this
surplus of lovers is no wise representative of
real life, and concludes that French dramatists
are building play by formula instead of relying
upon fresh observation. The French writer
who has at the moment achieved the greatest
popularity in English-speaking countries,
Charles Bertrand, is pointed out as the
priest of similes. He with his lesserconfidées, we are told, has turned the French
theatre into "a huge factory." The dramatic
authors are "more manufacturers, business
men." Love, it is charged, is the basis of the
dramatist's formula, and they carry it out blithely.
For the eternal question asked by the
dramatist is, "Will the characters be happy or
not?" Then, "happiness," it is added, is made
to depend only on their ability to be happy in
love. Mr. Paul Gaell, the author of these char-
ges, proceeds in these words:"Love—and usually the most sensual—is
considered by our authors as the basis and only
object of life. It crushes every other senti-
ment, all other activity. Some writers—M.
Bernstein in particular—proclaim that the most
independent and the most violent satisfaction
of the sexual instinct is the most beautiful
manifestation of human energy. Passion which
scorns law, duty, honour and which, if necessary,
would commit crimes, is the most admirable
thing in the world.""It is scarcely necessary to show how exag-
gerated is the role thus given to love in our
modern life, how false is such a conception of
life, particularly in our time."In olden days love could unfold itself freely.
At the time of Louis XIV, for instance, the nobles could, between military campaigns, spend their spare time in complicated intrigues of love. Then passion was exalted, strengthened by all the resources to be found in those energetic beings, intermittently unoccupied; its ap- shot forth in wonderful or prodigious blossoms, ending either in glorious voluptuousness or in glorious crimes. This is what justifies Racine when he painted a humanity stinking of love only. In reality, his heroes spent their vacations, only, in such a way.

"Love also played a considerable part at the time of Romanticism. The young men at that time imagined that their slightest heart beat was of more importance than the progress of the world, and they let themselves be the storms of passion.

"But nowadays cultivated people know that they have better things to do. They have cognizance of the rôle which every one must play in human society. They consider love either as an agreeable diversion, or preferably as a real and close association. Long sieges of rebel hearts, inconsolable sufferings of betrayed love, tenacious jealousies and insatiable ratiocinations are scarcely seen any more, at least not among the better class of people, and that is the sort our dramatists pretend to portray. We do not mean that love has lost its power over modern humanity. But it is less violent, for it is surrounded, as it were, by social obligations. At any rate, whether evil or beneficial, it is no longer the centre of existence. Evil, it is considered to hamper the individual; beneficial, it is an advantage to him. The real centre of modern life is the collaboration of every one for the general good."

Therefore, when one considers modern plays when the whole action centres around love and love only, it is easy, says the writer, to see that our modern dramatists do not observe; they write according to formulas merely. The play-wright should not be afraid to take his subjects from real life; to dare to handle problems which would make people think, and not merely amuse them. Love would not be out of place in such a drama, but it would be a side issue, serving to enhance the vital strug-
gles of passions or circumstances."

LOCAL AND GENERAL.

Mr. Kokovitoff, the Russian Minister of
Finance, has left Harbin en route to St. Petersburg.TAOTAI Tong Kai-sun, superintendent of
students to America, has telegraphed reporting
that he and the students have arrived at San
Francisco.THE Commodore, Captain and Officers of
H.N.M. Squadron at Hongkong will be "At
Home" on board H. M. S. *Kennedy* (Re-entering
to-morrow, Thursday, at 4 p.m.). Boats will be
in waiting between 3.30 and 4 p.m. at Blake
Pier.A REPORT says that the Chinese have recently
established navigation on the Amur river, in
Heilungkiang, but the Russians have interfered
and opposed enterprise. The Waiwupu has,
therefore, published a set of regulations on this
matter, and has instructed the Harbin Taotai
to communicate them to the Russian Consul.MR. Ito Buskichi, a son of the late Prince Ito,
has been created a Baron. Baron Ito is a
young man who graduated from the Tokio
Imperial University only recently and was
appointed an official in the Japanese Depart-
ment of Agriculture and Commerce. He was
to have proceeded to England on the 27th
ultimo had the tragedy not occurred, in order
to complete his studies. He is betrothed to a
daughter of Marquis Katsuura, the Premier.
Mr. Ito Hirokuni, the adopted son of Prince
Ito, is the Prince's heir and will succeed to the
title. He now occupies the position of Vice-
Grand Master of Ceremonies.ACCORDING to Chinese information the terms of
the Yuet-Han Loan Agreement, which have
been considered by the British Minister in Peking has observed to the Wal-
wupu that importation of opium from India
would be curtailed if China strictly prohibited
poppy plantation, otherwise it would hardly be
fair for China to grow poppy in the country, and
that the importation of foreign opium should be
forbidden. President Na Teng has, therefore,
conferred with the Anti-Opium Commissioner
and decided that poppy plantation should be
entirely suppressed.It is also stated Prince Kang is not satisfied
with the success of the prohibition, the rules of
which he intends shortly to alter and to make
such steps severe in effect.—N. C. D. News.THERE are to be seventeen prisoners in
the Tokyo Prison awaiting execution. Three
of the condemned men are to be executed early
next month.THE laundry women of Liverpool have
declared war against the large colony of Chinese
who have established laundries throughout the
city. About ten of the women raided an es-
tablishment in Ainsfield on October 21 recently
opened by six Celestials. They broke the
windows and doors, and the Chinese laundry-
men were only saved from serious injury by
the arrival of a score of policemen.In regard to the dispute concerning the Kai-
ping Mine a Chinese contemporary says that
Great Britain demands, for handing back the
mine, the issue of a number of unpaid shares,
to bear interest at seven per cent for fifty years.
It is also proposed that the Luanzhou miners
should be included in this settlement. It is
stated that much indignation is felt by the
Chinese gentry at these unreasonable demands."It is scarcely necessary to show how exag-
gerated is the role thus given to love in our
modern life, how false is such a conception of
life, particularly in our time.

"In olden days love could unfold itself freely.

At the time of Louis XIV, for instance,

the nobles could, between military campaigns,

spend their spare time in complicated intrigues

of love. Then passion was exalted, strengthened

by all the resources to be found in those

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blossoms, ending either in glorious voluptuous-

ness or in glorious crimes. This is what justifies

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"But nowadays cultivated people know that

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tions are scarcely seen any more, at least not among

the better class of people, and that is the sort our

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that love has lost its power over modern huma-

nity. But it is less violent, for it is surrounded, as

it were, by social obligations. At any rate, whether

evil or beneficial, it is no longer the centre of

existence. Evil, it is considered to hamper the

individual; beneficial, it is an advantage to him.

The real centre of modern life is the

collaboration of every one for the general

good."

His Worship—You, don't object to the
charges?—I don't consent to them.

Proceeding, Mr. Beavis informed the Court that

he understood that the ball had been fixed in two bonds

of \$10,000 each, with a personal bond.

On the representation of the prosecution, the amounts

involved in the charges were alleged to be

large sum but that had greatly depreciated.

The object of ball was to prevent people from

defeating the ends of justice. Defendant

was unable to find the ball and it was manifestly

unfair to ask for a prohibitory ball which was

impossible to meet.

Mr. Beavis said that the application was out

of order. The proper time was at the end of

the remand.

Mr. Beavis, continuing, said that the pro-

secution was in possession of documents and

that he was entitled to obtain all the documents

from the prosecution. The prosecution

could not conceal or withhold them from

him. He asked his Worship for an order to

that effect on the ground that he was entitled

to it in civil cases.

His Worship—I am afraid your application is

not general.

Mr. Beavis, in opening the case for the pro-

secution, said that according to the Bankruptcy

Ordinance, bankruptcy proceedings could

either be instituted by debtor's petition or

creditors' petition. Defendant had filed a

petition on behalf of Moosa e Vieira and Com-
pany and himself in January, 1908. The firm

of Moosa e Vieira and Company were large

importers and exporters doing business be-

tween this and Bombay. In the year 1907, the

firm got into difficulties, which reached to such

an extent in November of the same year that

a private meeting of the National Bank had to

be held, when it was decided that Mr. Moxon,

of the National Bank, should liquidate the

affairs of the firm. This arrangement—i.e.,

to disclose the whole of defendant's prop-
erty to Mr. Moxon—was agreed to by the

European banks but was taken exception to by

the Chinese banks. A Receiving Order was

subsequently made out, as a consequence of

which defendant's property was disclosed to

the Official Receiver. Defendant's next step

was to file a Statement of Affairs. After that

the first meeting of creditors was held and, subse-
sequently, an arrangement was concluded

whereby Mr. Moxon was appointed liquidator

of the firm by a deed signed by the defendant.

The deed was duly brought before the Supreme

Court and received provisional approval; that

is, provided that certain conditions were

carried out. Some of defendant's friends and

relatives promised to contribute their share

but their contributions had not been

made and were still pending, a dispute

having arisen among them. In September,

1908, Mr. Moxon was appointed Trustee and</

Telegrams.

"HONGKONG TELEGRAPH"

SERVICE.

MACAO'S DELIMITATION.

THE ARBITRATION PROPOSAL.

[By courtesy of the "Sheung Po".]

Peking, 16th November.

H.E. Kao Erh Ch'ien Chinese Commissioner for the delimitation of Macao, has wired to the Central Government reporting that H.E. General Sir Joachim Machado, the Portuguese Commissioner, is unyielding in his demands and so negotiations are at a deadlock.

General Machado will probably leave the Colony at an early date.

The Chinese Commissioner asked the Government to have the negotiations transferred to Peking and the question settled with the Portuguese Minister at the Capital.

The Prince Regent has, however, decided to have the matter submitted to arbitration by other Powers.

KIRIN-CHANGCHUN RAILWAY.

LOAN RAISED.

[By courtesy of the "Sheung Po".]

Peking, 16th November.

The Ministry of Posts and Communications has memorialized the Throne to the effect that the loan for the Kirin-Changchun Railway has been raised and that the work of construction should be commenced as soon as possible.

MANCHURIA.

RUSSO JAPANESE UNDERSTANDING.

[By courtesy of the "Sheung Po".]

Peking, 16th November.

As the movements of Russia and Japan jointly appear to be directed towards the partition of China, H.E. Sik Liang, Viceroy of the Three Eastern Provinces, has telegraphed to the Grand Council and the Waiwupu to that effect and urged that means be devised to frustrate Russo-Japanese designs.

UNREST IN KWANGSI.

GRAND COUNCIL'S FEARS.

[By courtesy of the "Sheung Po".]

Peking, 16th November.

Alarmed by the present feeling of unrest in Kwangsi, the Grand Council has wired to the Governor of Kwangsi directing him to exercise every vigilance in order to preserve peace and good order in the province and to prevent the outbreak of any disturbance.

PEKING WATER SUPPLY.

NEW SERVICE COMPLETED.

[By courtesy of the "Sheung Po".]

Peking, 16th November.

Pipes for a water service have been laid in the city of Peking. The new service will be in operation a fortnight more.

SHIPPING AND MAIIS.

MAILS DUE

German (Prinz Ludwig) 18th inst.
Canadian (Empress of India) 18th inst.
Indian (Lightning) 20th inst.

French (Tenten) 22nd.

Indian (Nawrang) 26th inst.

The C. N. Co.'s. *Tew* left Manila on 17th inst., and is due here on 20th inst.

The C. P. R. Co.'s. *Empress of India* arrived at Shanghai at 1 a.m., on 17th inst., and left again at 10 a.m., same day, for Hongkong, where she is due to arrive at 5 p.m., on 19th inst.

The *Silk* ex. R.M.S. *Empress of Japan*, which left Hongkong on the 16th ult., and Yokohama on the 26th ult., arrived in New York on the 14th inst., thus making a transit of 29 days from Hongkong and 19 days from Yokohama.

KING MANUEL'S BIRTHDAY.

CELEBRATIONS IN CANTON.

[From an Occasional Correspondent.]

Shameen, 16th November, 1900.

The Portuguese community in Shameen was not behind the other nationalities in celebrating the anniversary of their King, and although the number composing that community is small yet the demonstration of patriotism was evidenced by the piety of all the Portuguese subjects, with only a single exception or two at the reception held by Consul-General Senhor Moraes yesterday morning, who as representative of His Majesty King Manuel received the congratulations of his subjects as well as those of all the foreign Consuls in Canton. The day was inaugurated by a pontifical High Mass in the Roman Catholic Chapel at Shameen officiated by Monsignor Meril assisted by Fathers Bourdier and Peter, at the conclusion of which the Bishop made an eloquent congratulatory address. In the evening a *Te Deum* was sung in the same Chapel preceded by the playing of the Portuguese Anthem, "Hymne da Carta" expressively rendered by the instrumental band of the "Uaia's Lyric" under the able direction of Mr. J. P. Fonseca, to whose credit the formation of the Band is due. The congregation dispersed to the strains of a fine march again played by the Band.

An "At Home" was then held in the rooms of the Portuguese "Club Recreativo" and the very hospitable manner in which the committee of that body entertained their fellow countrymen and visitors leave nothing to be desired.

The Club-house was artistically decorated with bunting and evergreens suitable for the occasion and the portrait of His Majesty King Manuel was conspicuously placed in the reception room; it was surmounted by a large crown of beautiful flowers and other decorations. The toast of the King was proposed by the President in a few well-chosen words and was enthusiastically drunk. In a speech made by Rev. Father Peter in proposing the toast of the Club and the Portuguese community reference was made to the interest taken by Consul-General Senhor Moraes in the well-being and progress of the Portuguese in Canton, and the (the speaker) was proud to say that the achievements of the Portuguese here are very creditable—they have not only a Club of their own but under its auspices also a Band constituted solely of Portuguese amateurs. Music and dancing followed and thus the birthday of the King of Portugal was heartily and loyally celebrated by Lusitanian's sons in Canton.

CHINESE NAVAL STUDENTS IN JAPAN.

A NEW EXPERIMENT BY CHINESE GOVERNMENT.

An arrangement having been arrived at between the Japanese and Chinese navies relating to the training of Chinese students in the Japanese navy, eight students who recently finished their course in the Tokyo Marine School have been received into the navy from the 1st instant, and have entered the Yokosuka Naval Gunnery School. Here they will study for six months, when their training will be continued at the Torpedo School for six months. They will then be placed on a training ship for a further term of six months. These are the first Chinese students to be admitted into the Japanese navy. Their expenses will be paid by the Chinese Government.

MANILA SMUGGLING CASE.

GRANT-KENNEDY APPEAL.

After a strong fight, Louis T. Grant, one of the defendants in the Kennedy smuggling case, has failed to secure a new trial, and his own case and that of William Kennedy, his co-defendant, will now go before the Supreme Court, reports the *Manila Times*. William Kennedy has already filed notice of appeal and has furnished an appeal bond in the sum of \$9,000. There is no question but that Louis T. Grant will also appeal his case.

The last motion for a new trial in the Grant case, which was filed with the court several days ago, has been overruled in a decision handed down by Judge Lobioigier yesterday, and announced in open court this morning. Grant will very probably file an appeal bond this afternoon or to-morrow morning, when the case will be admitted to the Supreme Court.

Both defendants now stand convicted of the illegal importation of opium into Manila, each being sentenced to imprisonment for one year, after one of the hardest fought cases that has come before the court for many months. During the trial of the case a tenacious fight for their clients was maintained by the attorneys for the defence, not only on the facts, with particular reference to the case of Kennedy, but many difficult problems of law were brought into the case.

The principal line of defence in the Kennedy case will be the question of the validity of the testimony of Louis T. Grant against Kennedy, without which the prosecution admits that it could not have secured a conviction. A larger question which will have to be decided by the Supreme Court of the United States is that as to whether the Courts of First Instance of the islands are duly constituted according to law, Judge Waite contending that they are not.

The principal defence in the Grant case will be his alleged release from criminal responsibility and subsequent prosecution upon taking the witness stand on behalf of the government

CHINESE IMMIGRANTS.

In the five years and five months embraced by the statistics no fewer than 12,434 Japanese, 5,171 Hindus, and 3,448 Chinese settled in British Columbia. This large influx of Orientals must necessarily leave its imprint on the life of the province, and although this class of immigration has been to a considerable extent checked, these Orientals have settled in the province along with thousands from China and Japan who were there before they came.

INTERPORT SHOOTING.

SHANGHAI'S SCORE.

After waiting for some considerable time in hopes of securing an ideal day to shoot for the Interport trophy, the local team took advantage of the conditions which prevailed yesterday and competed, but unfortunately without success, reports the *Shanghai Times* of yesterday. Messrs. R. Brock, A. E. Collins and F. Large were called upon to fill the vacancies in the team, for at the last minute Mr. C. Richards could not shoot. None shot up to his recent form, but conditions were not altogether favourable. The light was changeable, and the wind was gusty and of varying force, which militated against good shooting, and, in addition, the keenness of the air in the early morning did not tend towards improving the team's chances. How, v. r. th. y. shot and lost by 54 points, registering the comparatively good total of 921. The fine exhibition made by G. Kingsmill has much to do with this total for he aggregated 97, top score in the team, having five bulls and six livers, with twenty-one shots scoring shot, and three bulls with his three sighting shots. Mr. Aldridge had most unfortunate luck at the 500 yards range for he actually missed the target twice in succession, with the sighter, and the first scoring shot, which, of course, put him well down the list. Captain Barrett was expected to do better than 89 after his shooting in the N. R. P. Medal competition the other day, and Mr. Mackintosh was also disappointed with only 88 to his credit.

The scores are:

Name.	S	1	2	3	4	5	6	7	Total
Mr. G. Kingsmill	5	5	5	4	5	4	5	32	32
Capt. A. Hilton-Johnson	4	4	4	4	5	5	4	30	30
Mr. H. J. Linde	4	4	5	4	5	5	4	31	31
Mr. H. W. Aldry	4	4	4	5	4	5	4	30	30
Mr. A. Collins	4	4	3	5	2	5	5	29	29
Mr. T. H. U. Aldridge	4	4	4	4	5	4	5	31	31
Capt. E. I. Barrett	4	3	5	4	5	4	5	31	31
Mr. P. W. Mackintosh	4	4	5	5	4	4	3	32	32
Mr. R. Brock	5	4	4	5	4	5	5	32	32
Mr. F. Large	4	4	4	4	4	5	4	30	30

500 yards.

Name.	S	1	2	3	4	5	6	7	Total
Mr. G. Kingsmill	5	3	5	4	5	5	4	31	31
Capt. A. Hilton-Johnson	3	5	4	5	5	4	5	32	32
Mr. H. J. Linde	4	5	4	5	5	4	5	32	32
Mr. H. W. Aldry	5	5	4	5	5	4	5	33	33
Mr. A. E. Collins	4	5	4	3	3	4	5	27	27
Mr. T. H. U. Aldridge	4	3	5	5	5	5	5	32	32
Capt. E. I. Barrett	4	5	2	4	5	4	5	31	31
Mr. P. W. Mackintosh	5	4	5	3	5	4	5	32	32
Mr. R. Brock	5	3	4	3	5	4	4	28	28
Mr. F. Large	5	4	3	4	5	4	5	32	32

600 yards.

Name.	S	1	2	3	4	5	6	7	Total
Mr. G. Kingsmill	5	5	5	4	5	5	5	34	34
Capt. A. Hilton-Johnson	3	5	4	5	5	4	5	31	31
Mr. H. J. Linde	4	5	4	3	5	4	5	30	30
Mr. H. W. Aldry	5	5	4	3	5	4	5	34	34
Mr. A. E. Collins	4	5	4	3	3	4	5	29	29
Mr. T. H. U. Aldridge	3	5	5	5	5	5	5	32	32
Capt. E. I. Barrett	3	5	3	5	4	5	5	30	30
Mr. P. W. Mackintosh	5	4	5	3	5	4	5	32	32
Mr. R. Brock	5	3	4	3	5	4	4	28	28
Mr. F. Large	3	5	3	3	5	5	5	29	29

700 yards.

Name.	S	1	2	3	4	5	6	7	Total
G. Kingsmill	32	31	31	31	31	31	97	97	97
Capt. A. Hilton-Johnson	30	32	31	31	31	31	93	93	93
H. O. Linde	31	3	30	30	30	30	93	93	93
H. W. Aldry	30	33	28	28	28	28	91	91	91
A. E. Collins	29	27	34	34	34	34	90	90	90
T. H. U. Aldridge	29	28	32	32	32	32	89	89	89
Capt. Barrett	31	28	31	31	31	31	89	89	89
P. W. Mackintosh	31	29	28	28	28	28	88	88	88
R. Brock	31	28	28	28	28	28	88	88	88
F. Large	29	2							

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"EMPEROR OF JAPAN" SATURDAY, JAN. 1ST.

"EMPEROR OF CHINA" SATURDAY, JAN. 29TH.

"MONTEAGLE" TUESDAY, FEB. 13TH.

"EMPEROR OF IRELAND" SATURDAY, FEB. 26TH.

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Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 21 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed "Intermediate") the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

VIA New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

W. GRADY (UK), General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

11

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	YUEN-SANG	FRIDAY, 16th Nov., 4 P.M.
SHANGHAI	FOOSHING	FRIDAY, 16th Nov., 4 P.M.
SGAPORE, SAMARANG & SBAYA	FAUSANG	SATURDAY, 20th Nov., 4 P.M.
SANDAKAN	MAUSANG	TUESDAY, 23rd Nov., 4 P.M.
MANILA	FOONG-SANG	FRIDAY, 26th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	NAMSANG	TUESDAY, 30th Nov., 3 P.M.
& MOJI		

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kaito" and "Nankin" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Poits, Chaochow, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kintan, Lahad, Dattu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers:

Hongkong, 17th November, 1909.

Telephone No. 61.

16

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	BY SAIL
SWATOW, AMOY & SHANGHAI	HOIHOW	18th Nov., Noon.
SHANGHAI	AMOY	18th " 4 P.M.
TIENTSIN	HOIHOW	19th " Noon.
TSINGTAU & CHEFOO	LIANGCHOW	19th " 4 P.M.
SHANGHAI	LIAM	21st Daylight.
CEBU & ILOILO	SUNGKILANG	22nd " 4 P.M.
MANILA	TEAN	23rd " 3 P.M.
SHANGHAI	CHIENHUA	25th " 4 P.M.
SHANGHAI	OHENAN	26th " Daylight.
MANILA	TAMING	26th " 3 P.M.
MANILA, ZAMBOANGA and USUAL	TAIWUAN	30th " 4 P.M.
AUSTRALIAN PORTS		

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms.

Albly qualified Doctor is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

These steamers land passengers to Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Telephone No. 56.

Hongkong, 17th November, 1909.

16

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Team.	Captain.	For	Sailing Dates.
ANTHONY	4540	H. Rodger	MANILA	SATURDAY, 20th Nov., at Noon.
MUBLI	5540	R. W. Almond		SATURDAY, 27th Nov., at Noon.

For Freight or Passage, apply to

SHewan, Tomes & Co.,

General Managers.

Hongkong, 17th November, 1909.

16

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. MANSHU MARU 5,000 tons gross. Sails 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSDA,

Manager.

TOYO KISEN KAISHA, Kierk Building.

Shipping—Steamer



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, CHINA, INDIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE"

Captain Owen Jones, R.N.R., carrying His Majesty's Mail, will be despatched from this for HOMBAY, &c., on SATURDAY, the 27th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "MADDAWA", 9,500 tons, from Colombo. Passengers' accommodation in which is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egypt", due in London on 8th January, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent
Hongkong, 13th November, 1909.

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BRECONSHIRE"

Captain Tomlinson, will be despatched as above on 26th inst.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 1st November, 1909.

752

HONGKONG—NEW YORK.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK

S.S. "GHAZEE" On 18th Nov.

FOR BOSTON AND NEW YORK

S.S. "LOWTHER CASTLE" On 1st Dec.

FOR NEW YORK

S.S. "SHIMOSA" On 15th Dec.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 13th November, 1909.

14

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC"

will be despatched for the above Ports on TUESDAY, the 23rd November, 1909.

For Freight, apply to

ARNHOLD, KARBERG & CO.,

Agents.

Hongkong, 16th November, 1909.

733

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY,

COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T.	18 11/16
Do. demand	18 1/8
Do. 4 months' sight	18 15/16
France—Bank T.T.	23/7
America—Bank T.T.	42
Germany—Bank T.T.	176
India T.T.	128
Do. demand	128
Shanghai—Bank T.T.	75
Singapore—Bank T.T. per H. K. Stock	73
Japan—Bank T.T.	84
Java—Bank T.T.	104
Buying.	
4 months' sight L/C.	1/9
6 months' sight L/C.	1/9
50 days' sight San Francisco & New York	47
4 months' sight do.	44
30 days' sight Sydney & Melbourne	198
4 months' sight France	22
6 months' sight	24
4 months' sight Germany	181
Bar Silver	23 5/6
Bank of England rate	5%
Sovereign	11.50

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 16th at 9:10 p.m.—No. 1 night signal hoisted.

On the 17th at 6:10 a.m.—Red South Cone hoisted.

At 17th at 11:55 a.m.—The barometer has risen slightly in South Luzon, and fallen slightly to moderately over the South Coast of China and Formosa.

The typhoon, which is apparently situated to the E.N.E. of the Maclesfield Bank, seems now to be moving slowly to the N.W. or N.N.W. and possibly recurring.

The depression, lying over Manchuria yesterday, is moving into the N.E. part of the Sea of Japan.

Pressure has given way considerably over N. China probably owing to the approach of another depression from the Westward.

The highest pressure is shown over the Upper Yangtze valley.

Rough weather may be expected over the N. part of the China Sea and strong N.E. winds to gales in the Formosa Channel.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

FORECAST.

1.—Hongkong, and Neighbourhood, N. winds, strong to a fresh gale; fair, squally.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lamoock, same as No. 2.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Kitano Maru, Jap. s.s., 8/13, F. E. Cope, 16th Nov.—Shanghai 13th Nov., Gen.—N. Y. K.

Hanoi, Fr. s.s., 6/10, J. Pannier, 16th Nov.—Haiphong via Pakhoi, Hoibon, and Quong-chow-wan 12th Nov., Gen.—A. R. M.

Holbow, Br. s.s., 8/16, Jones, 6th Nov.—Canton 16th Nov., Gen.—B. & S.

E. F. Ferdinand, Aust. s.s., 3/8/3, E. Nitsche, 17th Nov.—Singapore 10th Nov., Gen.—S. W. & Co.

Anhui, Br. s.s., 1/13, J. B. Harris, 17th Nov.—Canton 16th Nov., Gen.—B. & S.

Liangtow, Br. s.s., 1/15, Harder, 17th Nov.—Canton 16th Nov., Gen.—B. & S.

Monteagle, Br. s.s., 3/9/3, S. Robinson, 17th Nov.—Vancouver 2nd Oct., and Shanghai 14th Nov., Mail and Gen.—C. P. R. Co.

Haitan, Br. s.s., 1/18, J. S. Roach, 17th Nov.—Swatow 16th Nov., Gen.—D. L. & Co.

Suevi, Ger. s.s., 4/5/2, Koizic, 17th Nov.—Bangkok 10th Nov., Gen.—H. A. L.

Lian, Br. s.s., 1/5/2, C. C. Williams, 17th Nov.—Shanghai 15th Nov., Gen.—B. & S.

Bombay Maru, Jap. s.s., 4/24, W. A. Evans, 17th Nov.—Moj, 12th Nov., Gen.—N. Y. K.

Clearances at the Harbour Office.

Carl Diderichsen, for Pakhoi, Kowloon, for Singapore.

Hoibon, for Hoibon, Hoi Fook, for Kwong-chow-wan, Hoi Fook, for Singapore.

Kitano Maru, for Singapore, Kohlichang, for Bangkok.

Departures Nov. 17.

Princess Alice, for Europe, Empress, for Shanghai.

Merop, for Amoy, Parawang, for Swatow.

Dorwest, for Sigon.

Bushu Maru, for Takao, Hopson, for Sigon.

Triumph, for Hoibon, Swatow, for Bangkok.

Kwang, for Bangkok, Hepha, for Amoy.

Kleme Maru, for Colombo, Helme, for Swatow, Klemme, for Colacca.

Japan, for Shanghai, Kelschung, for Bangkok.

Carl Diderichsen, for Pakhoi.

Passengers arrived.

Per Frithjof, from Holbow—105 Chinese.

Per Hallan, from Swatow—Mr. F. A. Robertson, and 143 Chinese.

Per E. N. Ferdinand, from Singapore—Mrs. and Miss Walker, Dr. De Gruy, and 420 Chinese.

Per Hanot, from Haiphong & Co.—Rev. P. Laurent, Makar, Bandar, Rabon, Hialope, J. Achesse, and Mrs. Mackenzie.

Per Klemme Maru, from Shanghai for Hong Kong—Mr. C. D. Moore, Mr. J. P. Diddens, Miss Bell, Frederick, Lameer, Tesser, 10th Nov.

Miss L. M. de Souza, Messrs. R. & S. S. G. S. G.

Steamers Expected.

Vessels	From	Agents	Days
Prix Ludwig	Singapore	M. & Co.	Nov. 18
Senegambie	Singapore	H. A. L.	Nov. 18
Kamo Maru	Singapore	N. Y. K.	Nov. 18
Emp of India	Shanghai	C. P. R. Co.	Nov. 19
Korea	Singapore	P. & O. Co.	Nov. 19
Vandalia	Singapore	H. A. L.	Nov. 19
Lightning	Singapore	D. S. & Co.	Nov. 20
Teak	Singapore	M. & Co.	Nov. 20
Takao Maru	Singapore	B. & S.	Nov. 20
Victory	Singapore	N. Y. K.	Nov. 20
Wakasa Maru	Singapore	N. Y. K.	Nov. 20
Tokio	Singapore	M. & Co.	Nov. 20
Amiral Obry	Port Said	M. & Co.	Nov. 20
Taiyuan	Sydney	B. & S.	Nov. 20
Nikko Maru	Sydney	N. Y. K.	Nov. 20
Namsang	Calcutta	J. M. & Co.	Nov. 20
Tacoma Maru	Tacoma	O. S. K.	Nov. 21

HONGKONG.			
Adams, P. R.	Lover, H. G. B.	Bedford, Col. and Mrs.	Lord, Miss
Armstrong, Mr. & Mrs.	Macdonald, D.	Bell, Capt. and Mrs.	Martin, R.
Conrad, Mr. and Mrs.	Macke, Mr. & Mrs.	Bowdler, Mrs.	May, E. A. G.
Campbell, Miss C.	Macne, Major	Bowen, Mr. and Mrs.	Phillips, Major
Casfield, Major and Mrs.	McIntosh, G. C.	Bowen, Mr. and Mrs.	Probyn, R.A.M.C., Major
Champonia, Mr. and Mrs.	Minor, Mrs. G. J.	Buckland, T. C.	Reid, Lt.-Col.
Conrad, Mr. and Mrs.	Monagh, J. E.	Buncard, Mr. and Mrs.	Sawer, Mrs.
Conrad, Mr. and Mrs.	Mody, N. H.	Buncombe, V.	Sinclair, A.
Conrad, Mr. and Mrs.	Molke, Count J.	Buncombe, V.	South, Mrs. Fielday
Conrad, Mr. and Mrs.	Morse, H. J.	Buncombe, V.	Sutherland, Mr. and Mrs.
Conrad, Mr. and Mrs.	McDonagh, J. J.	Buncombe, V.	Wade, Mr.
Conrad, Mr. and Mrs.	Osborne, Mr. and Mrs.	Buncombe, V.	Wilson, S.
Conrad, Mr. and Mrs.	Otten, G.	Buncombe, V.	Wood, David
Conrad, Mr. and Mrs.	Packer, B. L.	Buncombe, V.	Wrigley, Lt. Col. and Mrs.
Conrad, Mr. and Mrs.	Pickrell, Capt. M.	Buncombe, V.	Hughes, Rev.
Conrad, Mr. and Mrs.	Prasan, M. L.	Buncombe, V.	Humphreys, W. M.

ASTOR HOUSE.

Abraham, E. S.	Kahn, A.
Almazoff, Mr.	Kerner, Miss L. M.
Burroughs, S. L.	Laplace, Capt. P. A.
Babu, Mr.	Leidemann, W.
Baile, L.	Liedek, L.
Bartel, M.	Martin, Miss R.
Bartel, P. R.	McAulay, Mrs.
Biscuit, Mr.	McGaulay, Miss
Bonham, W. E.	Milton, Mrs.
Brock, Miss Edith M.	Parker, W.
Bunwell, Geo. L.	Reed, J.
Callande, Mr. and Mrs.	Reeve, W. E.
Carp, G.	Reid, Miss E. D.
Caro, G.	Ranier, E.
Cella, Miss	Reyes, Miss
Chapman, Miss	Ritchie, G. M.
Chapman, Mr. & Mrs.	Rosenstock, G. W.
Chapman, Mr. & Mrs.	Rougean, E.
Chapman, Mr. & Mrs.	Rudledge, W. E.
Chapman, Mr. & Mrs.	Schmitz, Mrs.
Chapman, Mr. & Mrs.	Scott, J. W.
Chapman, Mr. & Mrs.	Sears, Jack
Chapman, Mr. & Mrs.	Smith, L.
Chapman, Mr. & Mrs.	Staten, Mr. & Mrs. B. O.
Chapman, Mr. & Mrs.	Stirling, Miss Lucy
Chapman, Mr. & Mrs.	Stewart, F. G.
Chapman, Mr. & Mrs.	Taylor, G. C.
Chapman, Mr. & Mrs.	Taylor, J. R. M.
Chapman, Mr. & Mrs.	Thompson, Mr. and 2 children
Chapman, Mr. & Mrs.	Thompson, Miss
Chapman, Mr. & Mrs.	Tolman, Mrs. T. B. & 2 children
Chapman, Mr. & Mrs.	Tucker, Lt. Col.
Chapman, Mr. & Mrs.	Turner, C. S.
Chapman, Mr. & Mrs.	Uebel, Lieut.
Chapman, Mr. & Mrs.	Uebel, Miss
Chapman, Mr. & Mrs.	Walker, James
Chapman, Mr. & Mrs.	Walker, Miss
Chapman, Mr. & Mrs.	White, D.
Chapman, Mr. & Mrs.	Whitmarsh, A.
Chapman, Mr. & Mrs.	Wilson, G. C.
Chapman, Mr. & Mrs.	Wood, G. G.

VISITORS AT THE HOTELS.

CRAIGDALE.

BIRD, Mr. and Mrs. H. McNeur, Mr. & Mrs. W.

Caldwell, Mr. and Mrs. Ritchie, A.

Caldwell, Mr. and Mrs. Smith, Crowley.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. Kadoora & Co. Corrected to open : later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST EXPORT		LAST DIVIDEND	APPROXIMATE PERCENTAGE AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CH. SING QUOTATION'S
				RESERVE	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000 \$34,000 }	\$2,000,800	Interim of 1/2 for account 1900 @ ex 1/1 = \$1,172	4 %	S001 sellers London \$91.5/-
National Bank of China, Limited	90,025	7	6	{ 14,000 53,000 }	\$30,552	\$2 (London \$6) for 1903	...	S05 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$154,819 \$102,719 \$183,000 }	None	\$10 for 1903	7 %	S102 sales
North China Insurance Company, Limited	10,000	\$15	\$5	{ Tls. 150,747 Tls. 109,747 }	Tls. 160,512	Interim of 7/6 for 1903	5 1/2 %	Tls. 105 buyers
Union Insurance Society of Canton, Limited	12,400	\$50	\$100	{ \$1,500,000 \$136,488 \$105,249 \$882,000 }	\$8,454,801	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	S850 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$164,401 \$199,104 }	\$7,763	\$12 and bonus \$3 for 1907	7 %	S290 buyers
FIRE INSURANCES.								
Chiba Fire Insurance Company, Limited	70,000	\$100	\$20	{ \$1,000,000 \$136,000 }	\$375,341	\$6 and bonus \$2 for 1907	7 %	S165 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$136,000 }	\$168,711	\$27 for 1907	7 1/2 %	S375
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	{ 57,000 \$24,638 \$39,660 }	\$10,000	\$1 for 1906	...	S80 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,500,000 \$136,000 }	Nil.	\$1 for year ending 30.6.1908	7 %	S33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,500,000 \$119,107 \$28,055 }	\$21,170	Interim of \$15 for account 1909	7 1/2 %	S301 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	{ \$10,000 \$240,000 }	413,755	6/- for 1907 on Preference shares only @ ex 1/1/16-\$3. 154	...	S60 buyers
Do. Do. (Deferred)	60,000	\$5	\$5	{ \$780,000 \$100,000 }	661,874	Final of 1/- for 1908 and interim of 1/- for a/c 1909	7 1/2 %	S70/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	{ \$66,000 \$8,000 }	\$1,100	\$1 for year ending 10.4.1909	4 1/2 %	S26 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$8,000 }	\$2,121	\$2 for year ending 10.4.1909	3 1/2 %	S141
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$350,000 \$36,848 }	Dr. \$6,588	\$5 for year ending 31.12.08	3 1/2 %	S157 buyers
Lurun Sugar Refining Company, Limited	7,000	\$10	\$100	None	Dr. \$13,589	\$3 for 1907	...	S20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 10,979	Tls. 31 for year ending 31.8.08	...	Tls. 330 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$175,000 \$18,200 }	Dr. \$1,43	Final of 1/6 making 3/- for 1909	7 %	Tls. 19.30 s.
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	{ \$14,578 }	Dr. \$1,191	No. 12 of 1/-=48 cents	...	S72 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Goo.) & Co., Limited	18,000	\$25	\$25	{ \$18,986 }	Dr. \$7,421	\$1.75 for year ending 31.12.08	...	S12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$150,000 \$26,866 \$20,000 }	None	None	...	S63 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$58,442 \$22,000 }	\$245,162	Interim of \$15 for account 1909	...	S53 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,00,000	Tls. 6,316	Final of Tls. 2/- for year ending 30.4.09	6 1/2 %	Tls. 76 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	{ Tls. 697,257 Tls. 50,000 Tls. 180,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 137 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	{ Tls. 150,000 }	Tls. 4,154	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$15,000 }	\$24,048	\$1.10 on old and 60 cents on first new issue	...	\$72 buyers
Hongkong Hotel Company, Limited	12,000	\$10	\$10	{ \$68,971 \$14,018 }	\$19,372	Interim of \$1.40 on old and .40 cents on new shares for account 1909	...	S75 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	{ \$50,000 }	\$26,475	Interim of \$1 for account 1909	6 1/2 %	S343 new b.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$22,178 }	\$5,486	60 cents for 1908	6 1/2 %	S9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	None	\$2,978	\$1 for 1908	5 %	S30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,558,045 Tls. 300,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	None	\$1,068	Interim of \$2 for account 1909	5 1/2 %	S44 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 150,000 }	Tls. 8,880	Tls. 5 for year ended 31.10.08	3 1/2 %	Tls. 140 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	{ Tls. 45,939 \$10,000 }	\$9,553	50 cents for year ended 31.7.08	6 %	S6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	...	Tls. 91
Lau-kung-now Cotton Spinning & Weaving Co., Ltd.	5,000	Tls. 100	Tls. 1	None	Tls. 4,392	Tls. 4 for 1908	...	Tls. 111
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 5,0	Tls. 25,172	Tls. 5 for 1906	Tls. 5 for 1906	...	Tls. 460
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	\$12/6	\$12/6	{ \$1,500 }	664	15 % per share for 1908	9 %	S10 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	None	\$1,20 for 1908	\$1.20 for 1908	9 %	S21 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000 }	50 cents for year ended 26.2.08	...	S30 sales	
Do. Do. special shares	30,000	\$10	\$10	{ \$1,000 }	50 cents for 1908	8 1/2 %	S30 sales	
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000 }	50 cents for 1908	...	S30 sales	
Dairy Farm Company, Limited	40,000	\$71	\$6	{ \$1,000 }	\$1.10 for year ending 31.7.09	8 1/2 %	S64 buyers	
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$13,000 }	\$3,756	Interim of 35 cents for account 1909	10 %	S72 buyers
H. Price & Company, Ltd.	12,000	\$10	\$10	{ \$1,000 }	\$3,070	8 cents for year ending 31.12.08	8 %	S12
Hongkong Electric Company, Limited	60,000	\$10	\$1	None	51 a d'bonus 20 cts. for year ending 29.2.09	6 %	S20 sellers	
Hongkong Ice Company, Limited	5,000	\$25	\$25	None	515,195	Interim of \$1 for account 1909	10 %	S180 sellers
Hongkong Kope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$150,000 }	\$76,16	Interim of \$1 for account 1909	10 %	S180 sellers
Maatschappij tot Mijlo, Bosch en Landbouwexploite in Lingkang, Limited	25,000	Rs. 100	Rs. 100	{ \$20,000 }	\$87,90	Third of quarterly of Tls. 1/- for account 1909	8 1/2 %	S730 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 }	516,682	8 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	S130 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$20,000 }	5,204	8 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	3 %	S140 buyers
Philippine Company, Limited	75,000	\$10	\$20	None	Rs. 18,640	None	...	S9 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 120 sellers
South China Morning Post, Limited	6,000	\$15	\$25	None	Dr. \$56,602	None	...	S21 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	None	\$93	40 cents for year ending 31.3.09	7 %	S12 buyers